

Incidentals.—A public speaker in Boston said the question before us is not what we will do with John Chinaman, but what will he do with us?—Sacramento has on exhibition a sixteen-pound lump of pure gold taken from the mines near Shasta. Its value is about \$5,500, and it is said to be entirely free from quartz or other impurities.

—An eagle was lately shot near Auburn, N.Y., which measured twelve feet from tip to tip of its outspread wings. When discovered he was perched on a fence, apparently watching a small boy picking strawberries.

—A hog got "heavily drunk" in Covington, Ky., last Sunday, by eating brimley peaches, and after staggering about the streets and disgracing himself for some hours, he was under the wheels of a street car and was killed.

—The New Orleans Times suggests, apropos of the repeal of the income tax so urgently demanded by certain Northern papers, that a few taxes should first be removed from those who are not in the enjoyment of incomes.

—General R. E. Lee is sojourning with the family of Samuel H. Taggart in Baltimore, in the hope of recuperating from the somewhat exhausting labors of his present sedentary pursuit. He is under the medical treatment of Dr. Thomas Becker.

—Firecrackers are going out of date, notwithstanding the apparent magnitude of the nuisance. Boston market has in some years disposed of 50,000 boxes, but this year 16,000 were sufficient, and even these were brought over from last year.

—There is a rumor in well-informed circles that the public is coming off, not in a manner which it has been seen to come off in every burlesque and pantomime since the invention of that article of dress, but finally and decidedly and forever.

—An irreverent lawyer having insisted Judge Pitzer, of the California bench, to honor a writ, seized a cane, and administered to the attorney a severe flogging. The Judge resumed his seat and bade the whipped pleader to proceed with his remarks.

—The census taken in different parts of the country are collecting some very curious information. They find that the highest age attained by unmarried women is twenty-six years. It is well to have the point at which they cease growing, and to know the age at which they begin to decline.

—The District of Columbia was left free from the presence of regular troops for the first time since the early part of 1861, by the departure of Dupont's light battery D, of the 9th Artillery, Saturday last, when it was ordered to Rhode Island, where it is to go into barracks.

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—To accommodate the increasing travel a bridal car has been placed on the Saratoga road, and connects with Troy and New York. It is one of the most superb things ever built. It has a saloon, state-rooms, and private rooms. The windows are very large, are of plate glass, and are guarded by screens to keep out the dust. It is curtained, mirrored, painted, and gilded in the highest style of art. Ice cream, cake, and the fruits of the season are served up on tables provided for the purpose. The whole is in charge of Mr. Waters, one of the most popular conductors on the route. The Saratoga road is now under the control of the Vanderbilts. They propose to lay a double track with steel rails to this place."

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—It is said that Red Cloud and his band were greatly surprised by the cordiality of railroad travel, and made gestures denoting the drawing of an arrow from a bow, and indicated the flight of eagles with their arms, to show the comparison of the speed of the railroad suggested to their picturing imaginations.

—Trains have just begun to run over the new bridge at Hoosic Tunnel, and passengers from Boston can now reach Saratoga in a single day. Four stages have been put on the line over the mountain, and a new hotel on the Tunnel House was opened on the Fourth. Some progress may be hoped for at Hoosic yet.

—A lady at a fair in Springfield, Ohio, the other day saw what she took to be a very nice piece of candy, and quietly put it in her mouth. It proved to be miniature dynamite, which exploded, lacerating her mouth and shattering her teeth in an exceedingly unpleasant manner. Attempting to eat bombshells is a dangerous business.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the depot at 7 1/2 P. M. and 9 1/2 P. M. and are as follows:—

PAID ACCOMMODATION, 10 A. M. and 12 30 P. M. Fast Line Accommodation, 11 30 A. M. and 1 30 P. M. Erie Express, 11 30 A. M. and 1 30 P. M. Harrisburg Accommodation, 11 30 A. M. and 1 30 P. M. Lancaster Accommodation, 11 30 A. M. and 1 30 P. M. Parkersburg Train, 11 30 A. M. and 1 30 P. M. Cincinnati Express, 11 30 A. M. and 1 30 P. M. Philadelphia Express, 11 30 A. M. and 1 30 P. M. Erie Mail, 11 30 A. M. and 1 30 P. M. Paoli Accommodation, 12 30 A. M. and 2 30 P. M. Parkersburg Train, 12 30 A. M. and 2 30 P. M. East Line and Buffalo Express, 12 30 A. M. and 2 30 P. M. Lancaster Express, 12 30 A. M. and 2 30 P. M. Erie Express, 12 30 A. M. and 2 30 P. M. Lock Haven and Elmira Express, 12 30 A. M. and 2 30 P. M. East Line Express, 12 30 A. M. and 2 30 P. M. Harrisburg Accommodation, 12 30 A. M. and 2 30 P. M.

WESTERN ACCOMMODATION TRAINS RUN DAILY, EXCEPT SUNDAY, FROM PHILADELPHIA TO PITTSBURGH AND HARRISBURG, AND FROM PITTSBURGH AND HARRISBURG TO PHILADELPHIA.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Baltimore 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Washington 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

PHILADELPHIA, HARRISBURG AND POTTSVILLE RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Harrisburg 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Pottsville 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

PHILADELPHIA, CHESTER AND HARRISBURG RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Chester 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Harrisburg 6, 6:45, 7, 8, 8:30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, North-west, and the Canada.

SPRING ARRANGEMENT. Of Passenger Trains, May 10, 1870. Leaving the Company's Depot at Fairmount and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 5:30 P. M. in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At 8:30 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Harrisburg, Hagerstown, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Allentown Railroad trains for Columbia, etc.

POTTSVILLE ACCOMMODATION. Leaves Pottsville at 9:25 P. M. for Philadelphia, arriving in Philadelphia at 4:00 P. M.; returns in Philadelphia at 4:00 P. M.; arrives in Pottsville at 9:25 P. M.

READING AND POTTSVILLE ACCOMMODATION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 5:20 P. M., stopping at all principal stations and way stations.

MORNING EXPRESS TRAINS for Philadelphia leave Philadelphia at 7:30 A. M. and 5:20 P. M., stopping at all principal stations and way stations, arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:30 P. M. and Pottsville at 2:40 P. M., arriving at Philadelphia at 7:30 P. M.

HARRISBURG ACCOMMODATION leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting with Reading and Allentown Railroad trains south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

MARKET TRAIN, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Columbia and way stations.

SUNDAY TRAINS leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M., returning from Reading at 4:20 P. M. These trains connect both ways with that of the Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD. Passengers for Reading, Pottsville, and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 3:15 P. M.

Passengers for Schuylkill take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia, returning at 6:20 A. M., 12:45, and 3:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mount Pleasant